HEADQUARTERS ARMY AIR FORCES

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Air Accident Report on [redacted]
Proving Ground, New Mexico
(333.5 MD (5 Jul 47)
HQ., Air Materiel Command, Wright Field, Ohio, 15 July 1947

TO: Commanding General, Army Air Forces, Washington 25, D.C.
HQ., AIR DEFENSE COMMAND, [redacted] Field, New York
ATTN: AC/AS-2

Forwarded for your information.

FOR THE COMMANDING GENERAL:

L. C. Craigie
Lieutenant General, U.S.A.
Commanding

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1. As ordered by Presidential Directive, dated 9 July 1947, a preliminary investigation of a recovered "Flying Disc" and remains of a possible second disc, was conducted by the senior staff of this command. The data furnished in this report was provided by the engineering staff personnel of T-2 and Aircraft Laboratory, Engineering Division T-. Additional data was supplied by the scientific personnel of the Jet Propulsion Laboratory, CIT and the Army Air Forces Scientific Advisory Group, headed by Dr. Theodore von Karman. Further analysis was conducted by personnel from Research and Development.

2. It is the collective view of this investigative body, that the aircraft recovered by the Army and Air Force units near Victorio Peak and Socorro, New Mexico, are not of US manufacture for the following reasons:

a. The circular, disc-shaped "planform" design does not resemble any design currently under development by this command nor of any Navy project.

b. The lack of any external propulsion system, power plant, intake, exhaust either for propeller or jet propulsion, warrants this view.

c. The inability of the German scientists from Fort Bliss and White Sands Proving Ground to make a positive identification of a secret German V weapon out of these discs. Though the possibility that the Russians have managed to develop such a craft, remains. The lack of any markings, ID numbers or instructions in Cyrillic, has placed serious doubt in the minds of many, that the objects recovered are not of Russian manufacture either.

4. Upon examination of the interior of the craft, a compartment exhibiting a possible atomic engine was discovered. At least this is the opinion of Dr. Oppenheimer and Dr. von Karman. A possibility exists that part of the craft itself comprises the propulsion system, thus allowing the reactor to function as a heat exchanger and permitting the storage of energy into a substance for later use. This may allow the converting of mass into energy, unlike the release of energy of our atomic bombs. The description of the power room is as follows:

(1) A doughnut shaped tube approximately thirty-five feet in diameter, made of what appears to be a plastic material, surrounding a central core (see sketch in TAB 1). This tube was translucent, approximately one inch thick. The tube appeared to be filled with a clear substance, possibly a heavy water. A large rod centered inside the tube, was wrapped in a coil of what appears to be of copper material, run through the circumference of the tube. This may be the reactor

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(2) This activation of a electrical potential is believed to be the primary power to the reactor, though it is only a theory at present. Just how a heavy water reactor functions in this environment is unknown.

(3) Underneath the power plant, was discovered a ball-turret, approximately ten feet in diameter. This turret was encompassed by a series of gears that has a unusual ratio not known by any of our engineers. On the underside of the turret were four circular cavities, coated with some smooth material not identified. These cavities are symetrical but seem to be movable. Just how is not known. The movement of the turret coincides with the dome-shaped cupola compartment above the power room. It is believed that the main propulsion system is a bladeless turbine, similar to current development now underway at MIT and the Mogul Project. A possible theory was devised by Dr. August Steinhoff (a Paperclip scientist), Dr. Wertmer von Braun and Dr. Theodore von Karmen: as the craft moves through the air, it somehow draws the oxygen from the atmosphere and by a induction process, generates a atomic fusion reaction (see TAB 2). The air outside the craft would be ionized, thus propelling the craft forward. Coupled with the circular air foil for lift, the craft would presumably have an unlimited range and air speed. This may account for the reported absence of any noise and the apparent blue flame often associated with rapid acceleration.

(4) On the deck of the power room there are what resembles typewriter keys, possibly reactor/powerplant controls. There were no conventional electronics nor wiring to be seen connecting these controls to the propulsion turret.

e. There is a flight deck located inside the cupola section. It is round and domed at the top. The absence of canopy, observation windows/blisters, or any optical projection, lends support to the opinion that this craft is either guided by remote viewing or is remotely controlle

(1) A semi-circular photo-tube array (possibly television).

(2) Crew compartments were hermetically sealed via a solidification process.

(3) No weld marks, rivets or soldered joints.

(4) Craft components appear to be molded and pressed into a perfect fit.

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